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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

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COUNTRY: East Germany

SUBJECT **Railroad Activities in East Germany**

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1. Changes in the boundaries of RBDs were scheduled to go into effect on 3 January 1955. On 28 December 1954, a conference of the presidents of RBD Cottbus and RBD Dresden was held. At this conference, the new boundaries between the two RBDs were fixed. Another conference was scheduled to be held with the president of RBD Berlin. After 3 January 1955, the boundaries of RBD Cottbus will be as follows:
- Koenigswusterhausen (exclusive) - Beeskow (exclusive) - Grunow (inclusive) - Frankfurt/Oder (exclusive) - Neuzelle - Guben - Forst - Muskau - Steinbach (Niesky district) - Goerlitz - Zittau - Health Resort Obin - Health Resort Jonsdorf - Grossschoenau - Seifhartsdorf - Ebersbach - Neustadt/Saxony (exclusive) - Arnsdorf near Dresden (exclusive) - Kleinrohrsorf - Weisdorf - Grossenhain (exclusive) - Elsterwerda - Falkenberg (exclusive) - Dahme/Mark - Wuensdorf (exclusive)

RED Cottbus took over:

from RBD Dresden: the entire Bautzen district including Goerlitz, Zittau and Bischofswerda as far as Arnsdorf, which was excluded;

from RBD Berlin: the Brand - Koenigswusterhausen (exclusive) and the Weichensdorf - Frankfurt/Oder (exclusive) railroad lines;

Grossenhain railroad station was turned over the RBD Dresden.

Operational control of the lines involved was to be taken over after 3 January 1955 and this process was to be completed by 31 March 1955. At the conference held between representatives of RBDs Cottbus and Dresden on 28 December 1954, it was mentioned that the revision of RBD districts had political significance also, because one of the effects of this revision was that all areas with Sorbian population were now under the control of one RBD. The boundaries of the other RBDs will also be revised. Detailed information on the changes were not available. ¹

2. In connection with the changes in the boundaries of REDs, the organizational setup of RBD headquarters will also be modified. Operational services will henceforth cover:

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- a. Operations and traffic;
- b. Maintenance and administration of locomotives and machinery;
- c. Maintenance and administration of rolling stock.

All the construction work will remain under the control of a special Construction Department.

The so-called Querschnitt-Abteilungen, i.e. departments serving the entire railroad administration such as the Personnel and Planning Departments will be merged with the newly formed departments. 2

3. The idea of revising the existing railroad boundaries originated with Kramer at a time when he still was deputy railroad minister. Roman Chwalek opposed this reorganization, a point which may have contributed to his downfall. Kramer's plans were approved by the SED Central Committee. The order related to the revision of RBD boundaries has so far been only transmitted to the presidents of the various RBDs. On 3 January 1955, the so-called "Sachbearbeiter" of the East German Railroad Administration made inquiries over the telephone at RBD headquarters concerning the new RBD boundaries. With regard to operations, the new RBD boundaries were ordered to become effective at 2200 on 2 January 1955. Some RBDs pointed out that the change-over to the new boundaries could not go into effect without advance notice, but all protests were rejected by Railroad Minister Kramer. It is believed that a transitional period of at least three months will be required to make the new system fully effective. At present, there appears to be a great deal of confusion due to the unexpected introduction of the new RBD boundaries.
4. Former Railroad Minister Roman Chwalek has become manager of the Greater Berlin Konsum-Zentrale (Central Administration of Cooperative Shops) at Berlin-Lichtenberg. 3
5. In the pre-Christmas days, the railroad coal situation became so critical that in some cases coal to be used for locomotives had to be trucked from one railroad supply point to another. The critical coal situation was partly caused by the interruption of hard coal imports from Poland. 4
6. The following information was excerpted from the monthly report of the Main Administration for Locomotives and Machinery, dated 14 December 1954:
 - a. In November 1954, locomotives consumed a total of 146,521 tons of raw brown coal or 20.6 percent of all the fuel consumed by locomotives. 5
 - b. In November 1954, an average of 14 major train delays per day were caused by engine troubles and 22 major delays were caused by lack of steam. Mechanical troubles mainly due to excessive wear and tear were on about the same level as in October. 6

7. volume of freight traffic 25X1
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RBD	Number of Freight Trains Operating			Number of Major Train Delays		
	25 Decem- ber 1954	28 Decem- ber 1954	2 Janu- ary 1955	25 Decem- ber 1954	28 Decem- ber 1954	2 Janu- ary 1955
Berlin	878	871	859	3	2	2
Greifswald	410	404	361	-	2	2
Schwerin	436	435	396	7	3	1
Magdeburg	1,051	1,009	1,005	2	2	1
Halle	1,550	1,586	1,411	16	6	9
Erfurt	1,154	1,226	1,071	8	11	7
Dresden	2,027	2,135	1,875	7	6	8
Cottbus	840	836	811	3	3	6
GDR	8,346	8,502	7,789	46	35	39 7

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8. Issues Nos 1, 2 and 3 of the "Verfuegungen und Mitteilungen des Ministeriums fuer Verkehrswesen, Teil Deutsche Reichsbahn" (Railroad Bulletin) of 18 December 1954, 16 December 1954, and 23 December 1954, respectively indicate the following:

a. Technical Schools in Operation in 1955:

School with training courses for railroad operations at Altenburg, Baerenstein and Lubmin

"	"	"	"	"	the technical service at Blankenburg/Harz
"	"	"	"	"	locomotive engineers at Halle, Magdeburg, Zittau, Rangsdorf and Guestrow
"	"	"	"	"	the dispatcher service at Eisenach
"	"	"	"	"	the organization of traffic at Finsterwalde
"	"	"	"	"	management, planning and finances at Greifswald
"	"	"	"	"	the handling of personnel questions at Luetzow and Berlin-Lichtenberg

Railroad schools were also available at Prerow and Wittenberge.

b. Type of Coal to be Used by Locomotives:

- (1) Interzonal trains: hard coal and one box of raw brown coal
- (2) Express trains and fast trains: hard coal and brown coal briquettes mixed at a ratio of 1 : 1 or hard coal and raw brown coal mixed at a ratio of 3 : 1
- (3) Passenger trains, short-distance freight trains and light freight trains: brown coal briquettes and raw brown coal mixed at ratios ranging from 4 : 1 to 2 : 1, or hard coal and raw brown coal mixed at ratios of 1 : 1 to 1 : 2
- (4) Freight trains and empty freight trains composed of gondola cars: hard coal and raw brown coal mixed at a ratio of 1 : 1, or brown coal briquettes and raw brown coal mixed at ratios ranging from 4 : 1 to 3 : 1. 5

c. Changes in RBD Boundaries:

The Mierow - Neustrelitz and Mierow - Rechlin railroad lines were scheduled to be transferred from RBD Schwerin to RBD Greifswald effective 1 January 1955. 1

- d. The former privately owned railroad line from Hoyerswerda to Strassgraebchen/Bernsdorf via Zeissholz was taken over by RBD Cottbus on 1 January 1955. 8

1. Comment. The revision of RBD boundaries was reported previously 25X1
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2. Comment. Information on a change in the organizational structure of RBDs was received for the first time. 25X1
3. Comment. The information on the new assignment of former Railroad Minister Chvazek could not be verified. 25X1
4. Comment. Information on the critical coal situation of the RBD Railroads was transmitted previously. 25X1
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5. [] Comment. In October 1954, locomotives consumed a total of 141,240 tons of raw brown coal. [] 32.8 percent of all the coal consumed by locomotives in November was to be raw brown coal. [] 25X1
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6. [] Comment. Most of the defects suffered by locomotives were due to over-aged equipment. The lack of steam in locomotives was caused by the use of low-grade coal such as raw brown coal and mud coal. Most of the major train delays were caused by engine troubles. See also [] Comment 7. 25X1
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7. [] Comment. The volume of freight traffic decreased slightly, possibly because of the Christmas holidays. [] 25X1
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8. [] Comment. The existence of this railroad line has not been known. 25X1

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